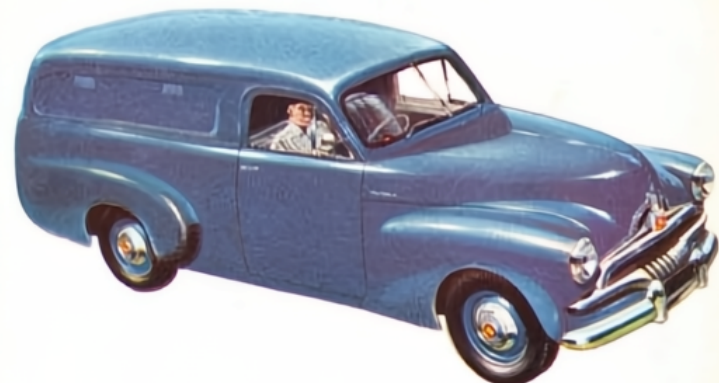
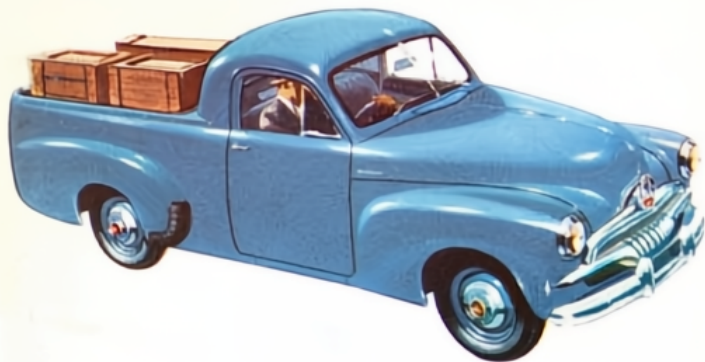
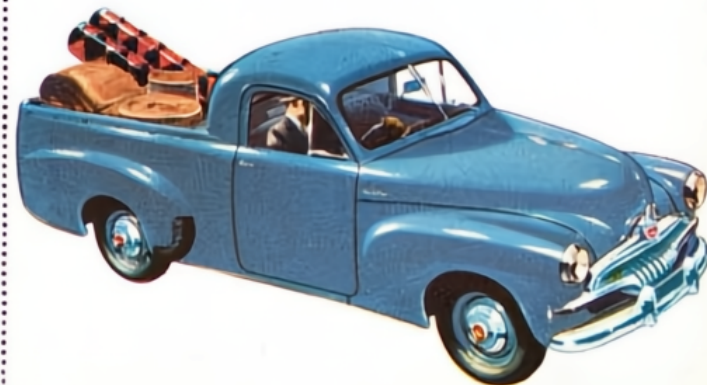




HOLDEN

AUSTRALIA'S OWN UTILITY
AUSTRALIA'S OWN PANEL VAN



HOLDEN* UTILITY

is smart, thrifty, powerful

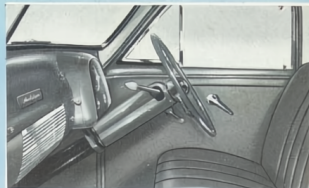
At first sight, Holden Utility looks a beauty and your first impression will be lasting.

Compared with the original Holden Utility, this model has outstanding styling improvements, including a sparkling new radiator grille and new hub caps. Holden's handsome styling will be a prestige building asset to your business—a source of personal pride wherever you drive.

Outstanding mechanical improvements made by GMH since the introduction of Holden include new pistons, new torsional type piston compression rings, new flexible radiator mounting, new rear axle assembly, including new rear wheel bearings; new brake backing plates and increased hand brake leverage. Riding comfort and driving ease have been improved by alterations to front and rear suspension, to seat springing and seat positioning.

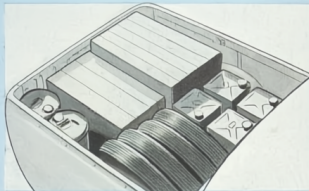
All these improvements add further value to Australia's most popular utility. More people buy Holden than any other utility because Holden is designed and built for Australian conditions and because it is the only utility combining the advantages of 6 cylinder o.h.v. power, 21 h.p. performance and 30 m.p.g. economy, as reported by owners.

* Registered Trade Mark



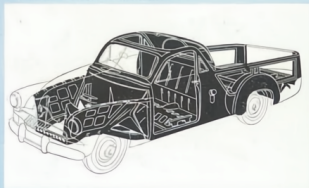
ROOMY THREE-SEATER CABIN

Actual dimensions are: Leg room 42 $\frac{1}{2}$ in.; head room 35 $\frac{1}{2}$ in.; hip room 54 in. Upholstery on seats and squabs is a durable plastic coated material (P.V.C.).



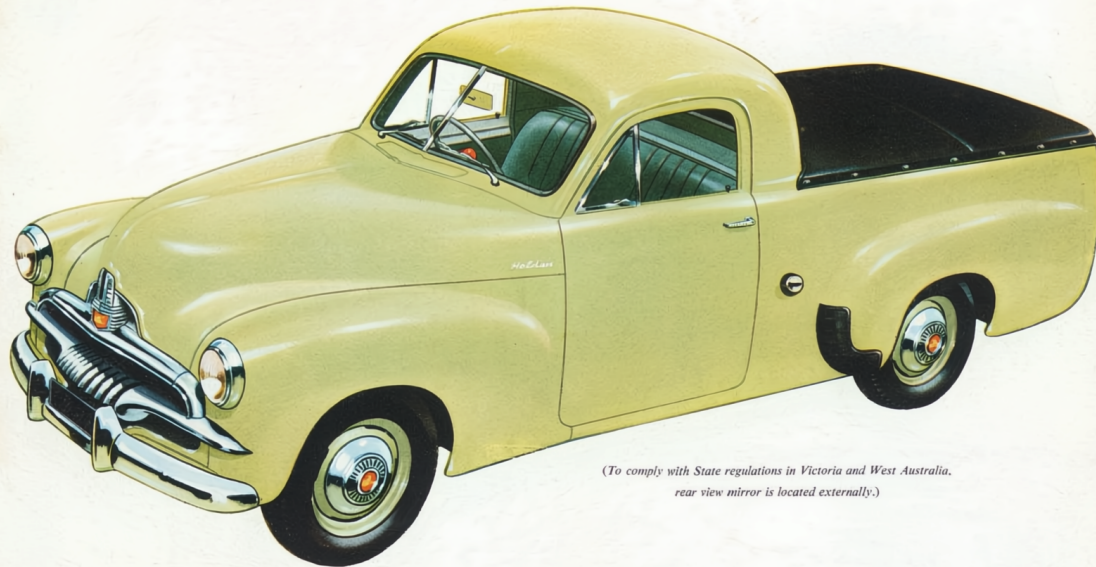
GENEROUS LOAD AREA

You get all this space for a profitable load: Floor length 75 $\frac{1}{2}$ in. (with tailboard horizontal 96 $\frac{1}{2}$ in.); width at front 56 $\frac{1}{2}$ in.; width between wheel arches 43 in.; depth at front 20 in.



AEROBILT CONSTRUCTION

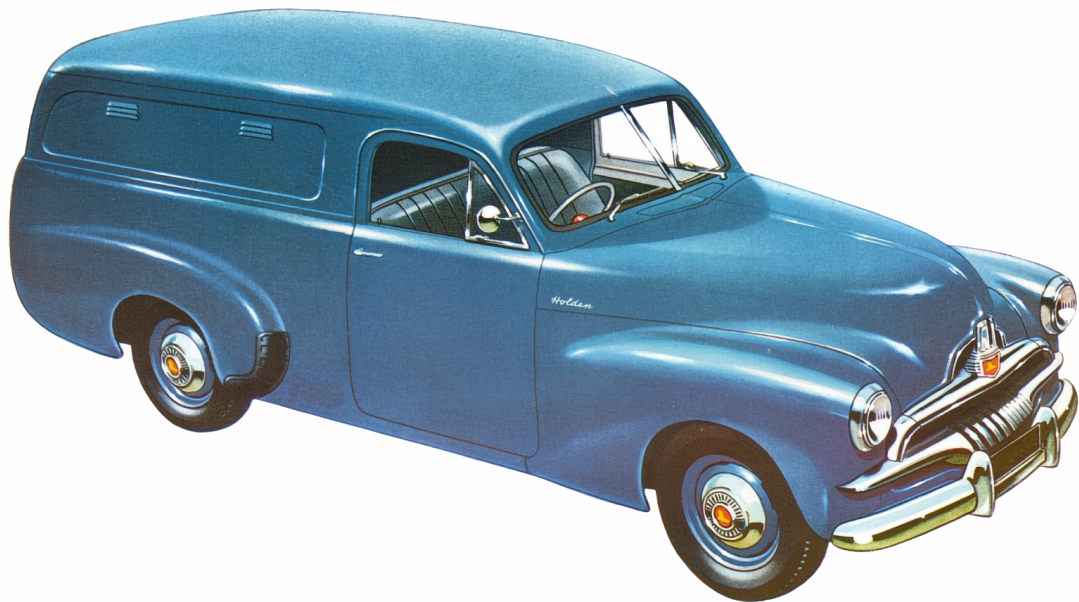
All-Steel Single Unit Body and Chassis Construction provides greater strength because every part of the all-steel structure carries its share of the load.



(To comply with State regulations in Victoria and West Australia, rear view mirror is located externally.)

HOLDEN COUPE UTILITY with tonneau cover

Ideal for business and pleasure. . . . Holden is designed as a commercial unit for Australian conditions and at the same time provides roomy comfort for three, excellent suspension and easy handling qualities that make it a pleasure to drive in city traffic or on rough country roads.



HOLDEN PANEL VAN

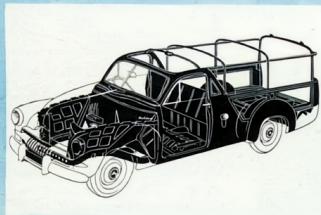
Sturdy, roomy and engineered to save you time and money

Holden is Australia's most impressive looking panel van

Everything about the trim, modern styling of Holden Panel Van is impressive—the bold, distinctive radiator grille, the stylish monogrammed hub caps, the graceful contour of fenders, cabin and load compartment. This smart appearance makes a valuable contribution to business prestige.

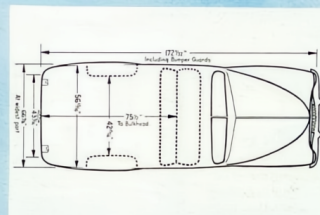
Holden's impressive styling is matched by other advantages—economy, proven dependability and a low list price which have made Holden first choice of car and utility buyers. And your first drive will convince you that Holden Panel Van has ideal performance for pick-up and delivery work. It offers you lively acceleration, excellent top gear power, splendid hill-climbing ability and exceptional ease of handling.

(To comply with State regulations in Victoria and West Australia rear view mirror is located externally.)



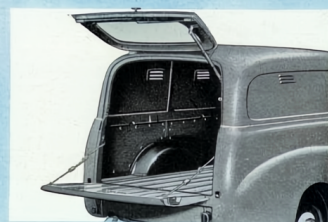
SINGLE UNIT BODY AND CHASSIS

provides greater strength because every part of the all-steel structure carries its share of the load.



ROOMY PAY-LOAD AREA

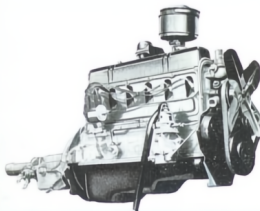
This plan illustrates Holden's ample space for a really profitable load. Maximum height of the load area is 41 1/2 in. Loading height is only 22 1/2 in.



REAR DOOR OPENING

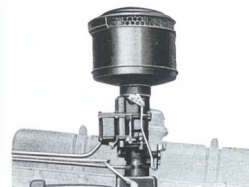
Ideal for loading in narrow lanes. Top section opens up. Lower section opens flat or drops fully. Outside lock on top section. Lower inside handle operates only when top door opens.

Holden gives you all the features you want...



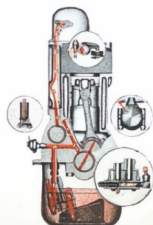
6 CYLINDER, 21 H.P. ENGINE

Holden is powered by the overhead valve, 'square' engine already proved by more than 130,000 owners. In the Holden engine you get the best combination of power, economy and dependability.



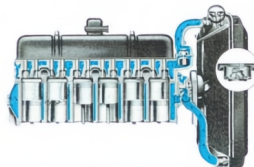
CARBURETTOR

Holden's double venturi down-draught carburettor is extremely simple in design and efficient in operation. A power by-pass jet saves fuel and gives faster pick-up.



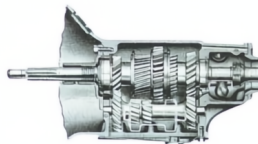
LUBRICATION

With Holden's full pressure metered-flow lubrication, oil is supplied under pressure to all bearings, including crankshaft, connecting rods and camshaft bearings. Metered-flow protects against over-lubrication.



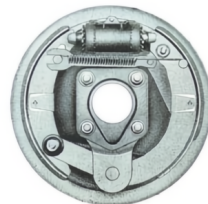
COOLING

Holden has automatic all-weather engine temperature control, with full length water jackets completely surrounding all cylinders to help ensure maximum economy and engine life.



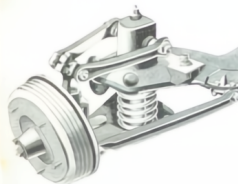
GEAR BOX

General Motors type 3-speed, genuine synchromesh means silent changing in second or top gears.



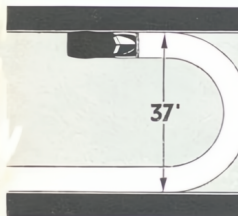
HYDRAULIC BRAKES

They exert slightly greater braking force on front wheels to ensure maximum safe braking power. Leverage of the hand brake has been increased 60 per cent by re-positioned actuating lever strut.



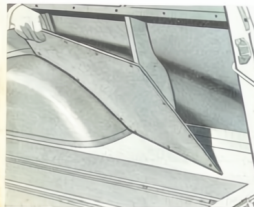
FRONT AND REAR SUSPENSION

Independent front springing and tubular telescopic shock absorbers front and rear ensure smooth riding and safer steering. The extra heavy rear springs (5 leaves) are 46 in. long by 2½ in. wide.



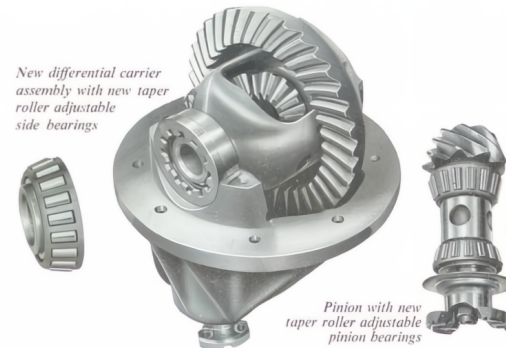
SMALL TURNING CIRCLE

With 37 foot turning circle, steering ratio of 14 to 1 and 16½ in. diameter steering wheel, Holden gives easy manoeuvrability, quick response and almost effortless steering with perfect control.



REMOVABLE INNER PANELS

Body repairs can be made without expensive dismantling charges. The flooring is first-grade hardwood protected by steel skid strips. Floor boards are removable to allow easier service.



New differential carrier assembly with new taper roller adjustable side bearings

Pinion with new taper roller adjustable pinion bearings

NEW REAR AXLE ASSEMBLY

Holden's new rear axle assembly is easily serviced. It is engineered for long, trouble-free life.

Improvements include—heavier gauge banjo housing for greater strength, taper roller pinion bearings lubricated through oil passages cast in the pinion housing, and taper roller differential side bearings with screw type adjustments for easier servicing. The ring gear has a heavier cross section for increased strength. The differential carrier and case are stiffer, stronger, cast iron construction.

Dust sealing of the drive pinion housing is improved. Larger rear axle wheel bearings with enlarged bore have longer life and increased load-carrying capacity.

HOLDEN UTILITY AND HOLDEN PANEL VAN ABRIDGED SPECIFICATIONS

ENGINE: Six-cylinder, overhead valve design, unit power plant type; 3-point rubber suspension, one at the front and one at each side of the flywheel housing. Bore 3 in. Stroke 3½ in. Displacement 132.5 cu. ins. S.A.E. or R.A.C. rating 21 h.p., maximum brake horse-power 60 at 3,800 r.p.m. Maximum brake torque 100 lb. ft. at 2,000 r.p.m.

COMPRESSION RATIO: 6.5 to 1.

CRANKSHAFT: Drop-forged, heat treated, fully counter-balanced with a Harmonic Balancer.

PISTONS: Aluminium alloy, two torsional type compression rings and one oil control ring, all above piston pin.

CAMSHAFT: Four-bearing steel forging with integral cams and helical gear for distributor and oil pump drive.

CONNECTING RODS: Length, 5½ in. Piston pin, ¾ in. dia. Steel backed Babbitt crankpin bearings. Connecting rods heat treated. A jet is incorporated in connecting rod to deliver oil positively to the thrust side of the cylinder bore. Small end of connecting rod bushed with bronze bushing to take piston pin.

OILING SYSTEM: Full pressure system embodying gear type pump whence oil is fed through a short pipe to a main gallery drilled lengthwise through the crankcase. Crosswise passages carry oil from gallery to camshaft bearings, main and connecting rod bearings and timing gears. Crankpins are lubricated through holes drilled in the crankshaft and oil jets from connecting rod big ends lubricate cylinder bores. Lubrication of rocker gear, tappets, etc., is provided by a pipe from the cylinder block to the valve rocker shaft.

CRANKCASE VENTILATION: Ventilation of the engine crankcase, valve cover, etc., is provided by air intake through gauze filter, integral with the oil filler cap. Air passes through rocker and push rod chambers, picking up engine fumes which are drawn from the push rod chamber via a ventilator pipe located externally on R.H. side and communicating with push rod chambers. Pipe is extended downwards with lower end shaped to give extractor effect so as to maintain a constant flow of air through the crankcase.

FUEL SUPPLY: Stromberg double venturi down-draught type with vacuum-controlled power jet and positive action accelerating pump connected to the throttle control linkage. Hand-controlled choke with throttle cracker. Octane selector provides for regulation of timing to suit grade of petrol used. A.C. fuel and vacuum booster pump, with glass filter bowl, driven by an eccentric on camshaft and located at front right side of engine. 9½ Imp. gal. capacity tank attached by screws to brackets protruding from under floor of load compartment, towards front and on left-hand side. Filler neck extends through left rear-quarter panel of body, just in front of rear fender. Fuel mixture heated (thermostatic control) in 3-port intake manifold heat chamber. Exhaust muffler flexibly mounted L.H. side. A.C. air cleaner and silencer (provision made for oil bath air cleaner).

ELECTRICAL—IGNITION: Distributor fully automatic—centrifugal and vacuum type advance control—coil mounted on dash—6 volt starting motor, solenoid operated by dash push button. Generator—6-volt, 33 amps.—drive ratio, 1.71 to 1. Cut-out relays incorporated as part of voltage and current regulator, 14 mm. spark plugs.

ELECTRICAL—BATTERY: 6-volt, 11-plate, mounted on R.H. side of dash under engine hood. Headlamps are mounted in front fenders, incorporating parking lamps. Dimmer switch located on toe board. Dome lamp with integral switch, combined single tail, stop and licence plate illumination lamp, single horn mounted between radiator and grille.

TRANSMISSION: Three speed type with helical gears all round and synchro-mesh for second and high speeds. Gear shift lever mounted on steering column. Three forward speeds and one reverse. Ratio: 1st, 2.98 to 1; 2nd, 1.59 to 1; 3rd, direct; reverse, 2.98 to 1. Transmission extension with outboard bearing to reduce length of propeller shaft.

PROPELLER SHAFT: Open propeller shaft type with Mechanics' needle bearing universal joints at front and rear. Rear supporting flange splined to hypoid pinion and retained by special high strength nut.

WHEELBASE: 103 ins. overall length (with bumper) 171½ in. overall width (over rear fenders) 66½ in.

CLUTCH: Single plate, dry disc, diaphragm type spring; driven plate cushioned to the hub by four high rate coil springs. Moulded facings riveted to plain faced driven plate. Clutch release bearing is sealed ball bearing.

COOLING: Cellular type radiator with pressure cap. (Thermostat for control of water temperature—bellows type.) Water pump of centrifugal type. 4 blade fan.

REAR AXLE: Banjo construction, semi-floating; final drive hypoid pinion carried by two taper roller adjustable pinion bearings; differential and crown wheel assembly carried by two taper roller adjustable side bearings. Ratio 3.888 to 1.

BRAKES: Four wheel hydraulic semi-huck type internal expanding, articulated shoe type; brake drums are composite cast iron and steel with cooling ribs for heat dissipation.

HANDBRAKE: Operates mechanically on rear Service Brakes through cable control. Handbrake control located under instrument panel on R.H. side of driver.

WHEELS: Demountable disc with drop centre rim integral with wheel—size, 15 x 4.00J. Stainless steel hub caps.

TYRES: Low pressure balloon, 5.50 x 15—4 ply. Spare wheel and tyre located horizontally on a specially designed carrier in a well under rear of load compartment floor. Chain clearance provided for 5.50 x 15 tyres.

STEERING: Worm and sector type. Two spoke steering wheel, 16½ in. dia., with horn button at centre and hard rubber rim. Gear ratio, 14 to 1.

TURNING CIRCLE: 37 feet.

FRONT WHEEL SUSPENSION: Independent coil spring S.L.A. (short and long arm type) assembled to the front end frame as a complete unit.

REAR SUSPENSION: Hotchkiss drive with heavy duty semi-elliptic springs—46 in. long, 2½ in. wide. Tension shackles with rubber bushings. Rear springs shot peened for durability.

SHOCK ABSORBERS: Direct acting tubular telescopic shock absorbers front and rear; the front being integral with the independent front wheel suspension assembly.

BODY STRUCTURE: All steel "Aerobilt" body with chassis and body built as one strong rigid unit. The structure being so

designed to share the whole vehicle load without movement and subsequent body squeaks and noises. The load area floor is supported by a series of strong channel sectioned members scientifically welded together, which distributes evenly the most concentrated load. The passenger compartment is finished to provide passenger car comfort. The load area is fully lined with detachable panels, and has removable wooden floor boards with ribbed section metal retaining strips, designed for easy handling of load and accessibility for service. No running boards. Alligator type hood release operated from driver's compartment. Hinged strut to hold hood open.

INSTRUMENT PANEL: Indirectly lighted with rheostat for dimming instrument lights, includes starter button, choke, speedometer, petrol gauge, heat indicator, oil pressure and generator charging warning lights. Key operated ignition lock switch, lighting switch. Glove box with lid. Provision for radio installation. Windshield wiper control. Control knob for unlocking engine hood. Cowl vent control knob.

EQUIPMENT—CHASSIS: Dual windshield wipers with vacuum booster and automatic blade parking feature. Front bumper with guards.

EQUIPMENT—BODY: Fine quality restful upholstery. Sun visors. Rear view mirror. Ashtray concealed type incorporated in instrument panel grille. All safety glass windows, readily removable. Floor covering—rubber mat in front. Cowl ventilator, friction controlled no-draught ventilation. Safety glass "V" type windshield. Seat is fitted with "Z" type springs and is adjustable fore and aft. Convenient parcel shelf behind seat. Scuff plates. Rubber pads on pedals. Gravel deflectors. Door locks include anti-rattler and hinges are concealed. Externally operated door lock L.H. front door. Hold-open door checks on both doors.

TOOLS: Tool container, combination pliers, screwdriver, wheel nut and spark plug wrench, jack and handle and wheel nut wrench handle. Tools, along with the spare wheel and tyre, are stored in a special compartment, easily accessible from the rear. This compartment has a drop-type door and is fitted with a slam-type lock with special key.

KERB WEIGHT: UTILITY 2309 lb.; PANEL VAN 2396 lb. approx. **MAX. G.V.W. UTILITY AND PANEL VAN:** 28 cwt. **CUBIC CAPACITY PANEL VAN:** 81 cubic feet.

The well-known General Motors-Holden's Ltd. warranty protects you against defective workmanship or materials for 90 days or 4,000 miles of operation. Through the new GMH dealer-owner Service Policy you are also entitled to two thorough inspections and adjustments of your Holden without charge. Holden spare parts and expert service available throughout Australia. Specifications and equipment subject to change without notice.

G.M.A.C.'S. Confidential Plan is available for your Convenience

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